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LIMITED.

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ESTABLISHED 1841.

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CARNET	25.00	—
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CARNET	30.00	—
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A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
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HONGKONG, 10th September, 1901.

That the exaggerated system of Protection introduced into the United States under the Dingley Tariff was bound sooner or later to bring about a revulsion in public opinion, has been obvious all through. We have the word of President McKinley himself that the period of exclusiveness for American trade has passed; a few weeks ago he expressed himself in a similar strain, saying that the protective policy has been carried already too far, and that in the interests of the people at large some change is urgently needed. Looking back on the events of the last four years the people of the States are beginning to ask what benefits of the increased state of universal prosperity that they were led to anticipate from the automatic action of the new Tariff have come, to themselves? The exports of the country it is true, have largely increased during the President's term of office, and as a consequence money from Europe has largely flowed into the States, but into whose pockets have these large importations of money gone? The question is becoming daily easier of reply. Wages, it is true, have risen, but expenses of living have risen in an even greater ratio, and the ordinary citizen finds himself at the close of a period of unexampled prosperity more the slave of the capitalist employer than ever. On the other hand, the capitalist has found his share of the profits increasing to such an extent that the select few find a difficulty in investing their gains, and turning from the desired exploitation of foreign markets are now making use of all their energies to control their own. The people, in fact, who found the means for the enrichment of those already rich, are finding those resources, which they placed by a policy of self-denial in the hands of a class, are being turned to

their own loss. Had the object of these great accumulations of capital in few hands been confined to one or two industries, their incidence might have been conceived beneficial: applied to every article of produce, as is now the aim of their manipulators, they cannot but react disastrously on all. Economy of production, if equally distributed, is no doubt an advantage to a nation, but when the benefit is centred in a few hands which effectually keep prices at an artificial level, the result is demonstrably to check interchange, and reduce the body of trade. This is the present danger of the moment; as a set-off against which is held out the prospect of thereby capturing foreign markets. That is in plain words that out of the profits accruing from prices at home kept artificially at a high standard, the manufacturer will be able to throw into the markets of the world, at prices below the cost to the nation, his so-called surplus of production. This is in reality introducing what all the effects of protection has ever been found most hateful—the introduction of a system which differs but in name from the old abuse of bounties. The actual effects of the policy pursued have been curiously exemplified in the case of the neighbouring state of Canada. When in the first enthusiasm of their new born doctrine, the protectionists of the United States, in the excess of their benevolence, boasted that they were about to force their Canadian neighbours to join their political union against the supposed grasping policy of free-trade England, there were not a few weak-kneed disciples who lent an unwilling ear to these profits of ill. The experience of a visitor to Canada when the original McKinley Tariff was occupying public attention is worth quoting. He was frequently appealed to and asked what means Canada could take to remedy the fancied evil. "We are loyal subjects and it would go hard with us to accept these proposals, but our living depends on the States, who threaten to cut us off unless we throw in our lot with them." Such was the burden of the cry but ten years ago. "The States are unconsciously doing you the best turn in their power," was the reply. "We wish we could think so; but how do you make it out?" "Trade goes where it is least hampered, and merchants in Europe will prefer doing business with those who reciprocate. You may look on with satisfaction, for every dollar added to the charges in the States will be so much in your pockets." The words were not thrown away, the predicted effect happened, and the McKinley Tariff actually laid the foundation of Canadian prosperity, to be followed by a return of Canada to wiser councils. As yet, it is true, these facts but little known amongst the people of the States, and on which the organs of both parties are discreetly silent. To a remark addressed to the representative of a leading paper, the American pleaded ignorance, and expressed surprise when the figures were pointed out. Still, however little the adherents of the present suicidal policy of the United States are guided by knowledge of effects elsewhere, the actual course of events is working out its own cure; and the religion, or rather fetish of Protection, which is as rampant in the States as the corresponding fetish of a false Free Trade in England, is gradually leading its votaries into a slough of despond. There are, however, signs that Protection will die in the United States at least as hard a death as it did in England; and though the apparent defection of President McKinley may prove the first blow to its popularity, there are too many and too powerful interests at work to enable the free-trader to predict a speedy victory. Still in the interests of the world at large it is satisfactory to be able to welcome the first signs of a return to reason, and we may lay the foundation of a hope that in some reasonable time—perhaps in the lifetime of some of the United States may come to understand better the duties which best consort with Imperial greatness.

Captain F. G. Poole, East Yorkshire Regiment, has been appointed a Railway Staff Officer, China Field Force.

Lieutenant W. B. Hulke, Lincolnshire Regiment, is granted the local rank of Captain whilst employed with the Chinese Regiment.

During the week ending the 7th September, the City Hall Library and Museum were visited by 318 non-Chinese and 79 Chinese, and 72 non-Chinese and 1,957 Chinese respectively.

Telegraphic information was received by the Hongkong Jockey Club yesterday from Singapore that a consignment of Australian water griffins ordered for the Club, through Mr. Abrams of Singapore, had arrived at that port. They may be expected in Hongkong therefore within the next ten or twelve days. The animals member between 70 and 80.

A Chinese woman not a hundred miles from Hongkong lost some clothing a few days ago, and intuition or superstition caused her to seek suit a chicken, to help her to recover the stolen clothes. The fowl, unused to such distinction, got frightened and escaped into the next cubicle. The devout woman followed, and while looking for her fowl under the bed, found in the hands of a class, are being turned to

Two more clubs have been started in Manila, the "Oriental" and the "Merchants."

The French cruiser *Guichen* arrived yesterday at 1 p.m. from Nagasaki, and the British transport *Nesaea* from Shanghai.

Seven police constables have been temporarily transferred to the Gao Department. Should they like the work and give satisfaction, we understand that they will be permanently transferred.

General Veyron arrived in Saigon on the 29th ult., and was entertained at an official dinner by M. Doumer. A military ball followed. General Veyron left for France by the *Oceanic* on the 30th.

The P. & O. steamer *Pulmon*, with the next English mail, left Singapore on Sunday, the 8th inst., at 8 a.m., and is due here on Friday, the 13th inst., at 8 a.m. Replies to letters despatched hence on the 15th July are due.

Some daring robbers with shovel and drill managed to break into the safe of the Selby Smelting and Lead Company, California, and walked away with thirty-seven bars of gold, weighing no less than 1,130 pounds, and \$280,000 (gold) in value.

We call our readers' attention to the special sale at the Italian Convent from the 23rd to the 28th inst., on behalf of the numerous orphans who are cared for by this charitable institution. The Italian Convent should not appeal in vain, for its work is eminently deserving of support.

We learn that a Chinaman stabbed a woman on a boat at Yauwatt. The victim, in order to escape a second assault, jumped over the side of the boat and was drowned, it is said. We were unable to discover further particulars, as the police have not yet finished their enquiry.

During the 48 hours ending at noon yesterday 5 fresh cases of plague, with 5 deaths (Chinese), were reported. The total for the week ending the 7th September was—6 cases (3 in Victoria), 6 deaths. No other cases of communicable disease were reported in the Colony during the week.

A man who is said to have the biggest face in the world graced the Magistracy verandah with his presence yesterday forenoon. He was a Chinese, and, while not especially tall or broad, had a face at least four times the ordinary size even of a large man's face. The peculiarity, however, is that while his face is so enormous his head is of normal size, giving him the appearance of wearing a large mask.

We are desired to warn the public against a gentleman who has been working in the neighbourhood. A well-dressed man, he represents himself to be an engineer and a manager of some mines in Korea. To our knowledge he visited two reputable firms, introduced himself under the above title, and in course of conversation incidentally remarked that he would like to borrow \$100. He gave his address as the Hongkong Hotel; upon enquiry it was found that he had simply engaged a room, but never claimed it. He has already used several names.

A Filipino aged 33, a musician, residing in Queen's Road East, staggered into the Central Station carriage-room yesterday morning, his hands pressed to his left side, and told Inspector McNab that he had been stabbed. His shirt at the side indicated was saturated in blood. He told the inspector after much questioning that he was at a house in Upper Albert Road, where a young lady stabbed him with a pocket-knife. He failed, however, to give particulars or any reason to account for the stabbing. He was taken in a chair to the Civil Hospital to have his wound examined. It subsequently was stated that the knife had been used in self-defence, as the musician's attentions having been decidedly too pressing. We were subsequently informed that the lady was also wounded, in the abdomen, and is at present in a critical condition.

The case *Hibberline v. Cowen* concluded at Shanghai on the 3rd inst. before Mr. F. S. A. Bourne. The claim, it will be remembered, was for a sum of money—\$150 odd—alleged to be due to Mr. Hibberline (formerly connected with the *Hongkong Telegraph*) for photo-engravings supplied to Mr. Cowen of the *New Press* for use in a special edition of that paper got up by Mr. Grey, who prepared a similar edition of the *Telegraph* here. It was announced that the defendant consented to accept judgment if the plaintiff took fifty copies of the special illustrated trade edition of the *New Press* in lieu of \$25. Defendant remarked that he had done his best to get Mr. Grey to Shanghai to give evidence in the matter. His Honour gave judgment for the amount claimed, with costs; the plaintiff agreeing to take 50 copies of the publication in lieu of \$25.

The leading Tokyo native papers are jubilant over the fact that the work on the Seoul-Fusan railway has been commenced, and enlarge on the possible advantages, political and commercial, accruing from the construction of the line. Some go even further, recommending the starting of the Wiju-Seoul railway. For the future development of the Manchurian trade, for the opening up of the northern and western regions, and general expansion of Japanese influence, the line is thought indispensable. The Japanese Government is warned against falling into the trap set by clever schemers from the West, who may secure the line and afterwards sell it to the Japanese at a handsome profit. The case of the Seoul-Jinsen railway is cited, the sale of which gave a very substantial profit to an American who had obtained the charter for a mere song.

After months of hanging fire, the *Partido Nacionalista* (nationalist party), has at last been projected, says the *Manila Times* of the 30th ult. It is said to be more radical than either the Federal or Conservative party. It advocates autonomy. The probable president will be Emilio Aguinaldo, with Pedro Paterno, its founder, as second in command.

Mr. H. J. S. Cotton, the Chief Commissioner of Assam, in his Coolie Immigration Report, says that wages are lower than the yearly average since 1895. Employers are endeavouring to effect economy by working at the expense of their labour force. He contrasts this with the case of Ceylon, where there is no labour difficulty, because the labourers are paid a fair market wage. He advocates the abolition of penal contracts, and that the problem be allowed to solve itself by the ordinary laws of supply and demand.

The whole of an Italian regiment, which had been manoeuvring between Naples and Mondragone, having been attacked by malaria, the Minister of War has issued orders that all troops in that district are in future to wear veils and gloves to protect them from mosquitoes. What a spectacle to see a company of Fusiliers marching down Queen's Road wearing gloves and veils! The probability is they would want parasols and might also be expected to develop an interest in the "latest thing in hats."

Some time ago it was stated that several Belgian capitalists were contemplating the establishment of a bank in Japan. A metropolitan paper now learns that an organization office was recently opened at the residence of Mr. J. Kawamura, a son of Count Kawamura, at Tokyo, where the foreigners concerned are making the necessary investigations relative to the scheme, assisted by the above-named Japanese gentleman. When opened, the bank will have a capital of 50 million yen, to be invested in Japan, China, and Corea.

The negotiations between the Japanese Government and an American capitalist for the proposed sale of Government loan bonds to an American millionaire are said to be almost concluded. The sale price of the bonds is the only point to be settled. According to an Osaka paper, Premier Katsura had a meeting with Marquis Ito and Count Inouye last month, at which the two non-official statesmen are reported to have endorsed the Premier's intention in favour of introducing American capital. Under these circumstances, General Katsura is said to have instructed Mr. Sone, Minister of Finance, to complete the negotiations.

"The renegade Lawrence," says the *Manila Times*, "who has twice been confined, once as an insurgent and again for breaking his order of deportation, was rearrested at Malaban by the Philippine Constabulary for aiding the enemy. It is reported that Lawrence, when taken had correspondence to the insurgents in his possession, and he is held in the Malaban gaol pending action from higher authority." Lawrence claims to be an Englishman. Two years ago he was supposed to have been captured by the insurgents with his launch, the *Lacosa*. He sent his mate Edwards into Manila to the British Consul for identification papers, which were refused. He then joined the insurgents, and received the rank of major. When Dagupan was taken Lawrence was captured, dressed in a insurgent uniform. He denied being an insurgent and appealed to the British Consul for protection; the latter refused to recognise him, and he was then deported to Hongkong, and forbidden to return. How he obeyed the order is seen above.

The Chinaman appears to be getting slightly out of hand again, and the result is seen in the number of robberies, armed and otherwise, that have taken place recently. Among the latest is a case of housebreaking which occurred at the Peak one night last week, the victim being Mrs. Retallick, wife of Lieutenant-Colonel Retallick, Hongkong Regiment, who is at present in Tientsin. The robbery was committed on the night of the military tattoo, when Mrs. Retallick dined out. On returning home she found that her places had been practically stripped of all it contained, money, jewellery and clothing being missing. The police, for a reason best known to themselves, kept the fact of the robbery a secret, and we were consequently unable to record it. In acting as they did the police may have been animated by professional motives, but it seems on the face of it to be a return to their old churlishness.

In a recent letter by Mr. A. B. Colquhoun, published in the *Morning Post*, writing on the subject of the Manchurian Convention, he states that Japan "has now discovered that all that these Powers (i.e., Great Britain and the United States) wished was to push her into the gap which they cannot conveniently fill themselves. The disillusionment is complete and bitter in the extreme, and it would be difficult now to restore the one-time confidence of Japan in the power and goodwill of Great Britain. The whole history of the Manchurian Convention episode has made a most profound impression on Japan." The *London and China Express* says: "The last sentence we may endorse, but what warrant there is for the other statements we do not know. The only disillusionment that Japan underwent was occasioned by Count Bülow's statement that Manchuria was outside the Anglo-German Agreement as to the territory of China. We know of no alteration in Japan's feelings towards Great Britain, which seems to be a purely gratuitous assumption. As long as the interests of the two countries in relation to China remain the same, their community of views and ideas is scarcely likely to be broken. In this we have indeed a stronger link than in any written terms of alliance."

The newly organised Commission has already held three meetings, in which all the discussions have been carried on in English without interpretation, as the two Filipino members have mastered enough of the language to understand practically everything.

A LAND OFFICE ESTABLISHED.

A much needed step has been taken in the establishment of a Bureau of Public Lands, having charge of all the public domain of the islands. Under its supervision shall be executed

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 7th September.

THE SHOOTING OF PRESIDENT MCKINLEY.

The shooting of President McKinley took place whilst holding a reception at the Buffalo Exhibition. The President was shot twice—one bullet penetrating the breast and the other the stomach—whilst in the act of shaking hands with his assailant, whose revolver was concealed in a handkerchief in his left hand.

The wounded President was conveyed to the residence of a Senator, where the chest bullet, having inflicted only a flesh wound, was successfully extracted. The second bullet, which penetrated the back walls of the stomach, has not yet been extracted. The latest news of the President's condition is that he is rallying satisfactorily. His assailant, a Pole named Nieman, was arrested.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 3rd September.

THE WORK OF THE COMMISSION.

Just three years to a day after the Americans occupied the city of Manila the Civil Commission sailed northward out of the bay to complete the establishment of civil government in the provinces north of the Gulf of Lingayen. It was the final voyage in a tour which has included all the provinces of the archipelago except Iloilo. When it returned on the 27th August the great foundation work of the new government had been laid from Aparri to Jolo. The Commission has been almost constantly on the go since February, and its members have personally visited every point of importance throughout the islands, and they have gathered a mass of information and first-hand impressions which puts them in a better position to understand and appreciate the conditions and needs of the various peoples and localities than any set of men in the country. It was a heavy task to get through the work before the 1st September, but by leaving two of the Commissioners in Manila to push the law-making and the completion of the codes it was finally accomplished.

FILIPINOS ON THE COMMISSION.

On Monday, the 2nd inst., the three Filipinos announced in Governor's Taft's speech of the 4th July became members of the Commission. The ceremonies were held in the session-hall of the Ayuntamiento, and were witnessed by a large, fashionable, representative crowd, the greater portion of which was made up of Filipinos. The members of the original Commission who are now the heads of the various departments took the oaths of office administered to them by Supreme Judge Torres, and then the new Commissioners, Senors Don Pardo T. H. Tavera, and Don Benito Legarda took their seats. The third member Senor Luriza lives in the island of Negros and owing to sickness he was unable to be present, but as soon as he recovers he will begin his duties. Thus, as was promised by the Commission when it began its legislative functions, within a year the Filipinos have been given a larger voice and share in the government than they ever believed they would receive.

THE GOVERNOR'S SPEECH.

Governor Taft's speech was strong and to the point, and accurately handled the present issue. He said—"The ceremonies of this morning do not fully complete the government which the President intends to form in the Philippines, but they do round it off sufficiently to show the policy he has in mind. The municipal governments have generally been formed and are substantially autonomous in character, and have their officers all natives of the islands. The provincial governments have been formed with a personal partly Filipino and partly American. And now the chief governing body under instructions of the President and Secretary of War, is partly Filipino and partly American, it being the purpose of the President to form a government in which the Filipino element shall be enabled to speak of the desires of the Filipino people, their local aspirations and their necessities, and give the Filipinos an example of free American institutions and customs and laws prevailing in the United States."

He then reviewed the political situation and called on the people to study practical politics and practical methods of government. These remarks were aimed at the numerous agitators and theoretical schemers who are planning to launch parties, which at best can hope for little more support than that derived from war factions or religious lacking or personal sympathies and influences. In conclusion, he spoke for the Commissioners, saying—"If we are as much more encouraged one year hence as we are now, when compared with the time when we began our work, we shall be assured of the success of our efforts."

Senor Tavera spoke for the new Filipino members, prophesying "the day is not far distant when the Filipinos shall enter the legislative body of the islands through the will of the people of the islands. Conditions to-day prevent public elections, but these will come in time. We shall best subserve the interests of the Civil Commission and of our own people by always keeping the American consciences in our heads and the Filipino interests in our hearts."

The newly organised Commission has already held three meetings, in which all the discussions have been carried on in English without interpretation, as the two Filipino members have mastered enough of the language to understand practically everything.

A LAND OFFICE ESTABLISHED.

A much needed step has been taken in the establishment of a Bureau of Public Lands, having charge of all the public domain of the islands. Under its supervision shall be executed

all instruments for the sale or conveyance of public lands. The first work will be the aggregating and listing of the lands, and the Spanish records are not the most accurate and many of the descriptions of whole districts were destroyed during the insurrection, this will require very careful handling.

DEATH OF PALANCA, CAPTAIN CHINA.

The famous "Captain de China," Don Carlos Palanca, died yesterday afternoon as the result of a fortnight's serious illness. His son Don Engracio Palanca, who is at present in Amoy, will start for Manila immediately to take charge of the estate, which is variously estimated at from \$2,000,000 to \$3,000,000. Old Palanca was one of the best known figures in Philippine politics and business; he was decorated by the Spanish Government on several occasions, and has long occupied the position of Chinese Consul. He is credited with having been very "close to the throne," and he is supposed to have engineered many speculations where his money helped him to distance his competitors. He ruled the Chinese colony with a strong hand, and was much respected and feared. There is scarcely any person of prominence in Manila who has not at some time enjoyed Palanca's grand banquets or entertainments. His fortune is chiefly invested in property and steamers, and coasting craft, and he speculated largely in hemp, tobacco, and rice. He lived in the island about forty-five years, and came originally from Amoy when about fourteen years of age. Don Engracio, who was in Manila some three months ago on a mission from the Emperor, is believed to be the surviving inhabitant of Chikhi and Shansi, is believed to be the only recognised legitimate heir. The funeral will take place this afternoon, and preparations are in progress to make it a grand affair.

POLICE COURT.

Monday, 9th September.

BEFORE MR. HAZELAND.

DRUNK AND DISORDERLY.—A LONG LIVE. John Ford and William Jones, 25th Co. S.D., R.A., were charged with being drunk and disorderly and assaulting an Indian postable. Both defendants pleaded not guilty.

After the police constable had given his evidence, Inspector Collett deposed to having seen first defendant sitting on the pavement in Queen's Road Central, in a drunken condition and using abusive language. Second defendant was pushing the Indian constable away and using bad language. Second defendant's testimony was correct. He wanted to get his friend home as he was not drunk himself. First defendant had nothing to say.

Both were fined \$5, or fourteen days' hard labour.

Private J. Lloyd, R.W.F., was charged with being drunk and disorderly and assaulting a police constable while in the execution of his duty.

Defendant pleaded guilty, and was fined \$2, or seven days' hard labour, on the second.

Chas. Gray and Peter Vonnes, were charged with behaving in a disorderly manner while under the influence of drink, and fighting in the public road.

Both admitted their guilt and were fined \$3, or fourteen days' each.

John Smith, a coloured man, was convicted with being drunk and disorderly, and assaulting a police officer.

Accused admitting his guilt was fined \$2, or seven days' on the first count, and \$3, or fourteen days' on the second.

John Homeywood, stoker, H.M.S. *Iris*, was found guilty of disorderly behaviour whilst drunk, and fined \$3, or fourteen days.

John Barmann, a German seaman, was charged with being drunk and disorderly.

Defendant admitted having been drinking, but denied having been disorderly or striking any Chinese, as was claimed by the Indian constable who made the arrest. He was trying to get to his ship, when the constable stopped his pockets and took him off. He thought the latter was taking him to his ship, instead of which he took him to the Central Station.

His Worship fined defendant \$3, or fourteen days' hard labour.

Harry Stokes, A.B. H.M.S. *Dido*, being charged with disorderly conduct whilst under the influence of liquor, and found guilty, was fined \$3, or fourteen days.

UNLAWFUL POSSESSION OF WEAPONS.—Wong Kung was found in unlawful possession of a quantity of brass screws and hinges, and, as he was unable to satisfactorily account how he came by them, it was reasonably supposed they were stolen.

He was given fourteen days' hard labour.

POLICE SERGEANT McHardy, No. 50, brought thirteen gamblers up before His Worship yesterday morning. He had caught the lot busily engaged in a game of chance at No. 52, High Street.

First defendant was proved to have been the dealer, while the second was a banker. Third defendant gave the alarm when the police arrived.

First, second and third defendants were fined \$25, or six weeks' each, while the rest got off with a \$2 fine or eight days' hard labour.

UNLAWFUL POSSESSION OF WEAPONS.—Police Sergeant Gordon, No. 28, charged Wong Fung with selling and possessing firearms, to-wit, Chinese swords without a license from the Colonial Secretary.

Defendant admitted having sold swords, not being in possession of a license.

His Worship sentenced him to pay a fine of \$350, or go to goal for three months. The liquor seized was to be confiscated. His Worship further added that if the fine was paid \$25 was to be given to the informer, a coolie.

BEFORE MR. KEMP.

FURNISHING FALSE PARTICULARS.—Lau Loi Sun, found guilty with furnishing false particulars of his arms to the Harbour Master on the 2nd inst., was fined \$3, or seven days' hard labour.

UNLAWFUL ANCHORAGE.—Chau Ho, a Chinese junk-owner was charged with unlawfully anchoring his junk in the Southern Railway and thereby obstructing the same, on the 7th inst.

Accused admitted the charge, and was fined \$15, or fourteen days' hard labour.

REVERSING A PUBLIC VEHICLE.—John Daniel was charged by a public vehicle driver with reversing to stop his legal time and damaging complimentary tickets.

Defendant was fined \$5, or fourteen days, and ordered to pay \$35 compensation to complainant or do an additional seven days in goal.

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1861.
CAPITAL.....\$210,000.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents.
Hongkong, 18th May, 1900. [185]

SALAMANDER FIRE INSURANCE COMPANY.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [183]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th November, 1898. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [184]

NORTHERN ASSURANCE COMPANY.

THE Underwritten AGENTS of the above Company are prepared to ACCEPT FIRST-CLASS FOREIGN AND CHINESE RISKS against FIRE at Current Rates.

TURNER & CO.
Hongkong, 9th August, 1901. [2021]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £1,473,831.

I. AUTHORIZED CAPITAL.....\$3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FREE FUNDS.....2,533,716 14 4

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 3rd July, 1901. [1841]

PHENIX FIRE OFFICE.

THE Underwritten are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFLAIR & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [182]

"L'URBAINE"

FIRE INSURANCE COMPANY, Ltd. (Established 1838.)

THE Underwritten, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [489]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
Hongkong, 29th May, 1898. [181]

SUN INSURANCE OFFICE, LONDON.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 18th May, 1892. [40]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, Des Vaux Road.
Telephone No. 187. Telegrams "Contract."
W. S. BAILEY, M.E. MECH. E.
E. O. MURPHY, W.E. SO. A.M.I. MECH. E.
Hongkong, 4th January, 1901. [1]

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOUS, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GRASS CLOTHS. General Exporters of ANISEED and CASIA OILS, &c. &c. Stock always on hand. AN INSPECTION IS RESPECTFULLY SOLICITED. Note.—We beg to announce that we also buy all kinds of Curious at Moderate Prices. 1 & 3, D'AGUILAR STREET (Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811]

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Hongkong, 4th September, 1901. [2250]

K. WONG, F. YUEN, N. YUEN, N. YUEN.

AMERICAN PINE AND FIR BANGKOK TEAKWOOD, HARDWOOD, &c. &c. (In Logs and Planks). An inspection is respectfully solicited.
Hongkong, 6th September, 1901. [2292]

TO LET.

GODOWN, No. 5A, DUDELL STREET.
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 5th July, 1901. [1892]

HOUSE No. 1, BEACONSFIELD ARCADE, facing Parade Ground. OFFICES and ROOMS on 2nd Floor in Beaconsfeld Arcade.

For Particulars, apply to—**TURNER & CO.**
Hongkong, 7th September, 1901. [2286]

TO LET.

FURNISHED, TWO ROOMS, with Kitchen and Bathroom, QUEEN'S ROAD CENTRAL.
Apply to—**MANAGER, Daily Press Office.**
Hongkong, 7th September, 1901. [2285]

TO LET.

POSSESSION, AUGUST 1st.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—**LAUTS, WEGENER & CO.**
Hongkong, 9th July, 1901. [1730]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—**S. A. RAMJAHN, Care of Thomas's Grill Room.**
Hongkong, 1st August, 1901. [1937]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN.
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 4th September, 1901. [2251]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—**KWONG CHEONG WO, No. 23, Des Vaux Road.**
Hongkong, 6th July, 1901. [1733]

TO LET.

HOUSE in RYON TERRACE.
Apply to—**"THE RETREAT," MOUNT KELLET.**
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 13th July, 1901. [186]

TO LET.

OFFICE in QUEEN'S ROAD, No. 15, FIRST FLOOR, from the 1st October.
Apply to—**L. M. Care of Daily Press Office.**
Hongkong, 2nd September, 1901. [2228]

TO LET.

TWO BEDROOMS (FURNISHED), PRAYA EAST, WANCHAI.
Apply by letter to—**A. Z., Care of Daily Press Office.**
Hongkong, 6th September, 1901. [2285]

TO LET.

NO. 12, LEIGHTON HILL ROAD, from 1st October next.
Apply to—**A. RUMJAHN, 10, D'AGUILAR STREET.**
Hongkong, 5th September, 1901. [2260]

TO LET.

POSSESSION from September "THE CASTLE," on CASTLE ROAD.
Apply to—**No. 5, SEYMOUR TERRACE.**
Hongkong, 30th August, 1901. [2210]

TO LET.

NO. 26, WYNDHAM STREET.
Apply to—**C. F. DE CARVALHO.**
Hongkong, 31st August, 1901. [2220]

TO LET.

1ST, 2ND, and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & Co., now nearing Completion. Suitable for Offices.
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Hongkong, 31st August, 1901. [2218]

TO LET.

NO. 1 to 3, WILD DELL, WANCHAI ROAD.
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Hongkong, 16th August, 1901. [2064]

TO LET.

NO. 1, STEWART TERRACE, the FRANK.
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Hongkong, 17th July, 1901. [1789]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

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Hongkong, 1st January, 1892.

SIEN TING.

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TERMS VERY MODERATE.
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Hongkong, 23rd September, 1891. [832]

LABOUR ON THE GOLD COAST.

A writer in the financial columns of To-Day for the 1st August says:—

In our last issue we published a communication from a correspondent who has intimate acquaintance with affairs on the West Coast and knowledge of the mineral wealth of the country. It may be remembered that he warned our readers against a large number of new companies recently formed with the avowed object of working for gold on the West Coast, who have neither title nor land of value. In a further communication, our correspondent argues, as we think, with much force, that the labour difficulty can only be got over by the importation of Chinese. It is pretty safe to say that the negroes on the coast will not work steadily, and Chinese labour seems the most suitable for that deadly country.

"But will it be cheap?" is the question I have been frequently asked. Well, here is how the matter stands. The wages of the West Coast negroes have during the last eighteen months gone up more than 100 per cent., and like the shares in some of the strongly financed Tarkwa companies, are still rising.

Now, on the other hand, the Chinese, who in their thousands are working in the tin mines of the Malay Peninsula, are only being paid \$9 to \$10 a month for twenty-six working days.

In this connection I must point out that in the Straits and in the further East the actual value of the dollar is only 2s.

A plausible reason put forward against the importation of John Chinaman is that his presence would be looked upon as an intrusion by the local native population, and would, as a result, lead to serious disturbances, which would probably have for their sequel the stoppage of Asiatic immigration by the Colonial Office.

This sounds all very well to those good people who, fortunately for themselves, have never had to deal personally with the Fantee and his fellow tribesmen. Old enough as it may read, I have the temerity to assert that the West Coast negro is in some things a bit of a philosopher. He is, and perhaps ever will be, too constitutionally indolent to work, except when the pressure of a craving for Hamburg "rum" impels him to occasionally give his sturdy frame a few days' exercise as a two-legged beast of burden; and instead of looking upon the yellow man as an inconvenient interloper, he will rather welcome the advent of the hard-working stranger from far away, unknown as a veritable blessing. The West Coast negro lives in perpetual dread of ghosts, fetiches, and other undesirable things. But he lives still more in fear of being compelled by the white man to resume his proper place in the economy of nature—that of doing manual labour for the benefit of his white master.

The presence in his country of an unlimited number of strange people who are only too ready to toil the day through will remove his apprehension on account of compulsory labour. In a word, there will be no friction between the black and yellow races on the Gold Coast. Further, there is no reason to believe that owing to climatic conditions Chinese labour will be found unsuitable in West Africa. During the Perak War of 1875, I had an extended opportunity of seeing a good deal of the densely wooded Peninsula of Malacca. There the whole of the labour in the great tin-mining companies is in the hands of the Chinaman, and he, in the matter of health, does very well indeed. Now the climate of the Straits interior and the immediate interior of the Gold Coast are very similar. Another argument against my scheme is that on the Congo the Chinese died off with such rapidity as would alarm the heart of an Australian larrikin or a West American "tough," but the reason for this, and the sole reason, was that down on the Congo the Chinese labourers were treated abominably and worked to death.

With the presence of Ah Sin in the land of gold, the white employer will be able for the first time in the enormous records of West Africa to get fresh vegetables and eatable poultry. Many years ago, at Axim, on the Gold Coast, I thoroughly thrashed out the Chinese labour question with those mighty men of travel, the late Sir Richard Burton and the late Captain Lovett Cameron, R.N. Since then I have gone into the subject both in Singapore and at Hongkong and Shanghai. For which reasons I have presumed to commit myself to the above remarks, which are directed to what is now a subject of much interest to those who are opening up our West African dominions.

AN AMERICAN LAND LOTTERY.

AN El Reno, Oklahoma, telegram of the 29th July describes an exciting scene. It says:—

Oklahoma's great land lottery was begun here in earnest to-day, and when the Commissioners appointed by the Federal Government adjourned the drawing for the day, 1,000 of the choicest of the 13,000 160-acre claims in the Kiowa-Comanche country had been awarded. One hundred and sixty-six thousand men and women still hope for farms, but 154,000 are doomed to disappointment.

The day was one of keen excitement, replete with interesting scenes. It is estimated that fully 25,000 persons witnessed the drawing. The immense throng was wrought up to the highest pitch. The drawing of the first few names was followed by a mighty shout that reverberated between the hills and must have been heard for miles over the prairies. Each succeeding winning name for a time was met with shouts of applause and merriment. All was pleasurable. Every man, though he did not draw a prize from the wheels to-day, had steadfast faith that to-morrow or next day will surely see him the possessor of a slice of good land.

But as night came on and the hour of the actual drawing approached, men and women, many of whom had waited patiently for months for the morrow's event, or had come thousands of miles at the last moment to participate in it, became anxious. Worn out with days of hardships and nights of poor accommodation, they were keyed to a high tension, but without the thousands were cheerful and hopeful. Everyone seemed confident that his or her lot would be a good one.

Thousands of others had gone home immediately after registering, content to await news of the result by telegraph. Hundreds remained awake, walking the streets or vainly gazing at the drawing platform. Many lay

down and slept on the ground around the platform, to be sure of an advantageous position when the first numbers should be called out, or to remain, perhaps, until late in the evening, when the last of the 1,000 envelopes to be drawn to-day should have been picked from the wheels of fortune.

The first break of dawn found every one on the alert and moving with a common impulse toward the all-important point. All had been in readiness for hours. The Government clerks finished the task of placing the envelopes of the applicants in envelopes and of tying them in bundles ready to be placed in the wheels, and the wheels had been tested for the last time yesterday afternoon. The only detail that remained was the selection of the ten persons who should perform the actual drawing of the oblong receptacles. These were young boys of good families, and were named at the last moment. They were all under age, and sons of persons who have not registered for claims.

The drawing took place on a platform built for the purpose in the open air a few blocks from the centre of the El Reno. Situated at the foot of several small hills, which formed a perfect amphitheatre, the platform was the cynosure of thousands of eyes. People occupied every inch of the space round about, and every movement of the Government officials on the small space below was watched with intense interest.

The drawing had been set for 9 o'clock, but the transferring of the bundles of envelopes holding the applications from the general receptacle to the wheels, which was by lot, was so slow that it was 10.50 o'clock before the first name was drawn.

It was announced to-day that in tabulating the registration it was apparent that more than 2,000 "repeaters" had registered at the various booths, many giving the identical name, address and personal description. All of these were thrown out and the applicants will not have even the chance they were originally entitled to. It is also reasonably certain that many others registered under different names. They will be forfeited out when filings are made. Besides these the registration office has thrown out hundreds of applications because of illegible writing, and against this there is bitter complaint. It was found, it is stated, that a majority of these applications illegibly written, and which it is presumed the rules will exclude, are from the Lawton district, where most of the homesteaders came from Texas, Arkansas and the Indian Territory. Legal complications are likely to result.

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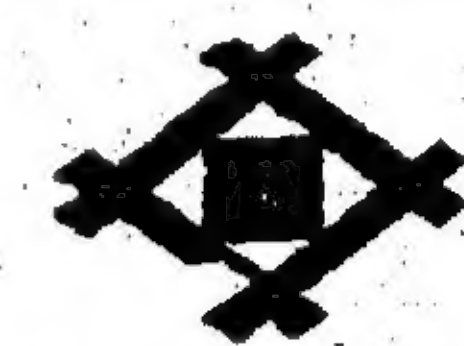
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[294—1]

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[1735]

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PANAMA MARU	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON	DOWNER	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 17th inst.
LONDON	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On or about 21st inst.
LONDON	TYDRE	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 1st October.
LONDON	PYRENE	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th October.
LONDON	AGAMEMNON	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 21st October.
LIVERPOOL DIRECT	ORESTES	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th October.
QUEENMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	TAMBA MARU	Ger. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 21st inst., at Daylight.
HAYE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 5th October.
HAYE & HAMBURG	ARABIA	Ger. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 19th October.
HAYE & HAMBURG	KOENIGSBERG	Ger. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 2nd November.
HAYE & HAMBURG	HAMBURG	Ger. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 16th November.
HAYE & HAMBURG	SEGROVA	Ger. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 30th November.
NEW YORK VIA SUEZ CANAL	MARBURG	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On or about 13th inst.
NEW YORK VIA SUEZ CANAL	ARAGONIA	Ger. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th inst., A.M.
NEW YORK VIA PORTS & SUEZ CANAL	L. SCHEFF	Amr. ship.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK VIA SUEZ CANAL	MOGUL	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 21st inst.
NEW YORK VIA SUEZ CANAL	MANUEL LAGUNO	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On or about 25th Oct.
NEW YORK VIA SUEZ CANAL	GLENVILE	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 28th inst.
TRIESTE VIA SINGAPORE, &c.	EMERSON	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 17th inst., P.M.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 25th inst.
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VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
PORTLAND (OR.)	INDRAVELLI	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On or about 15th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Amr. ship.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th inst.
SAN DIEGO, &c., VIA MOJI, &c.	CAIRNIE CITY	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	ALBION	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 3rd Oct., at Noon.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th inst.
YOKOHAMA	TRIESTE	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 17th inst., P.M.
YOKOHAMA & KOBE	AWA MARU	Jap. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 18th inst., at Daylight.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	GLENROY	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 20th inst.
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SHANGHAI	CARINTHIA	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 20th inst.
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MANILA	SUNGHIANG	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 20th inst.
LOILOI & CEBU	KAIPOKO	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 20th inst.
BOMBAY, VIA SINGAPORE & PENANG	BISAGNO	Ital. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 20th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 20th inst.

SHIPPING.

ARRIVALS.
Sept. 8, CHINGTU, British transport, 1,458, Williams, Calcutta 27th August.
Sept. 9, DAGMAR, German str., 1,410, C. Goscwicz, Swatow 8th September, Sugar, MELCHERS & Co.
Sept. 9, DIAMANTE, British steamer, 1,254, J. Rattenbury, Manila 6th Sept., General.
Sept. 9, SHENWAN, French cruiser, 9,500, de Sany, Nagasaki 5th September.
Sept. 9, LOONGMOON, German steamer, 1,245, Schmidt, Canton 9th Sept., General.—STERNSEN & Co.
Sept. 9, NATAL, French str., 1,984, Bouis, Marseilles 5th August and Saigon 8th September, Mails and General.—MESSAGERIES MARITIMES.
Sept. 9, NEVADA, British trapt., 1,945, F. J. Cross, Shanghai 5th September.
Sept. 9, SECHUEN, British str., 1,178, T. H. Hall, Shanghai 30th August and Swatow 8th Sept., Sugar.—BUTTERFIELD & SWIRE.
Sept. 9, THURGOOD MARU, Jap. str., 4,123, I. Narasaki, Kutchinotzu 4th September, Coal.—M. B. KAISHA.
Sept. 9, YUENHANG, British str., 1,123, P. H. Rolfe, Manila 6th Sept., General.—JARDINE, MATHESON & Co.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
9th September.
Canton, British str., for Shanghai.
Hanching, British str., for Swatow.
Loongmo, British str., for Manila.
Sultan Van Langkat, Dutch str., for Aroe Bay.

DEPARTURES.

8th September.
Elsa, German str., for Hongkong.
FRANCOIS COPPEL, Fr. bge, for San Francisco.
9th September.
Canton, British str., for Shanghai.
Hanching, British str., for Tientsin.
Loongmo, British str., for Manila.
NATAL, French str., for Shanghai.
Pigmy, British gasboat, for a cruise.
Sultan V. Langkat, Dutch str., for Aroe Bay.
YABRA, French str., for Europe.

VESSELS IN DOCK.

9th September.
Kowloon Docks.—Canton River, Victoria, Georges Valentine, Zaphr, Eleana, Fei Hoo, H.M.S. Isis, Fungang, Kungfong.
COSMOPOLITAN DOCK.—Loongmoon.

SHIPPING REPORTS.

The British steamer *Diamante*, from Manila 6th Sept., had fine and clear weather, light northerly wind and smooth sea.
The Japanese steamer *Tsurugisaki Maru*, from Kutchinotzu 4th Sept., had gentle N.E. breeze, fine and clear weather and light sea throughout the voyage.
The British steamer *Sechuen*, from Shanghai 30th August and Swatow 8th September, had fine, clear weather and light N.E. winds. On the 9th Sept. passed a French warship off Reef Islands.

VESSEL ON THE BERTH.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE.

TO VICTORIA (B.C.) AND SEATTLE.
Calling also at Tacoma and carrying Cargo on through Bill of Lading to New York and other ports of the United States in connection with the GREAT NORTHERN RAILWAY CO'S LINES.

THE Steamship
"MOYUNE,"
4,646 tons, is due here on 6th September, and will have quick despatch.
For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 29th August, 1901. [2202]

VESSELS ON THE BERTH.

"GLEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"GLENROY,"
Captain Forbes Selby, will be despatched as above TO-DAY, the 10th instant.
For Freight, apply to
McGREGOR BROS. & GOW,
Hongkong, 3rd September, 1901. [2240]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 11th September, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th August, 1901. [19]

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND ROME) UNITED COMPANIES.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
Captain Brusca, will be despatched as above TO-MORROW, the 11th inst., at NOON.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 7th September, 1901. [7]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"DIAMANTE,"
Captain J. Rattenbury, will be despatched as above TO-MORROW, the 11th September, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 9th September, 1901. [2293]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship
"CARINTHIA,"
Captain Marchionni, will leave for the above place on THURSDAY, the 12th Sept., P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 29th August, 1901. [2296]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

	FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ PALAWAN, ... }	{ J. Chellaw, R.N.R. }	About 13th September	Freight or Passage.
LONDON, &c.	{ PANAMA MARU, ... }	{ R. T. Cook, R.N.R. }	Noon, 14th September	See Special Advertisement.
LONDON	{ BOMBAY, ... }	{ H. S. Bradshaw }	About 21st September	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 5th September, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAY—THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPRESS OF JAPAN," Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 25th Sept., 1901
"EMPRESS OF CHINA," Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 22nd Oct., 1901
"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 6th Nov., 1901
"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 20th Nov., 1901
"ATHENIAN," 3,882 Tons, Capt. H. Mowatt ... WEDNESDAY, 4th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "ARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and VAN COUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Peider's Street.
Hongkong, 10th September, 1901. [10]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Sept., at Noon.
AWA MARU	KOBE and YOKOHAMA	FRIDAY, 13th Sept., at Daylight.
MAIHE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at Noon.
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Sept., at 4 P.M.
TAMBA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 20th Sept., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept., at Noon.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Sept., at Daylight.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 24th August, 1901. [18]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	September 10th
OLYMPIA	2,837	J. Trubridge	October 1st
VICTORIA	3,502	J. Pantan	October 15th
BRAEMAR	3,601	W. Watt	November 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.
Excellent accommodation. First-class Table, Doctors and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 246.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 3 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 231.
The best route to the Klamath and St. MICHAEL'S GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DRYA and St. MICHAEL'S. Frequent sailings from VICTORIA and TACOMA to other Points on application.

A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th Oct.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd Jan., 1902.
PREUSSEN	WEDNESDAY, 5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 19th Feb., 1902.
SACHSEN	WEDNESDAY, 5th Mar., 1902.

ON THURSDAY, the 19th day of September, 1901, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 17th September. Cargo and Spec will be received on Board until 5 P.M. on WEDNESDAY, the 19th September, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 19th September.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD

For further Particulars, apply to

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM		OUTWARDS.	STEAMERS	DUE
GLASGOW	and LIVERPOOL	"ULYSSES"	On 12th September.	
GLASGOW	and LIVERPOOL	"AGAMEMNON"	On 19th September.	
GLASGOW	and LIVERPOOL	"CALCHAS"	On 26th September.	
GLASGOW	and LIVERPOOL	"NESTOR"	On 1st October.	
GLASGOW	and LIVERPOOL	"LAERTES"	On 9th October.	
FOR		HOMEWARDS.	STEAMERS	TO SAIL
LONDON		"IDOMENEUS"	On 17th September.	
LONDON		"TYDEUS"	On 1st October.	
LONDON		"PYRRHUS"	On 15th October.	
LONDON		"AGAMEMNON"	On 29th October.	
LIVERPOOL DIRECT	(Taking Cargo at London Rates)	"ORESTES"	On 15th September.	
LIVERPOOL DIRECT		"ULYSSES"	On 15th October.	
(Taking Cargo at London Rates)				
The S.S. "ULYSSES" left Singapore on the 7th instant, a.m., and is due in Hongkong on the 12th instant.				

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SZECHUEN"	On 10th September.
MANILA	"TAIYUAN"	On 10th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 10th September.
SHANGHAI	"WOOSUNG"	On 13th September.
MANILA & CEBU	"SUNGKIANG"	On 14th September.
YOKOHAMA	"KAIPO"	On 14th September.
TIENSIN	"CHINGTU"	On 15th September.
SHANGHAI	"KWEIYANG"	On 2nd September.
	"WHAMPOA"	On 20th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [16]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships
"INDRAVELL" and "INDRAPURA"
between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship
"INDRAVELL"
will be despatched for Portland (Or.) TO-MORROW, the 11th instant.

Through Bills of Lading issued to Pacific Coast, Points and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent.
Hongkong, 10th September, 1901. [215]

FOR NEW YORK VIA SUEZ CANAL.

THE H. A. L. Steamship
"ARAGONIA"
Captain Forst, will be ready to receive cargo for the above port on FRIDAY, the 14th inst., and will be despatched on the 15th inst., a.m.
For further particulars, apply to the
HAMBURG-AMERICA LINE,
Hankow Office,
Queen's Buildings No. 1.
Hongkong, 7th September, 1901. [2234]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ATAKA"
will be despatched for the above port on or about 13th September.
To be followed by the Steamship
"ANAPA"
about 15th October, 1901.
For Freight, apply to
SEWAN TOMES & CO.,
Agents.
Hongkong, 16th August, 1901. [2068]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship
"DAIJIN MARU"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 16th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th September, 1901. [17]

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship
"MAIDZURU MARU"
Captain K. Suda, will be despatched for the above ports on WEDNESDAY, the 18th September.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 5th September, 1901. [18]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"GLENGYLE"
Captain T. Darke, will be despatched as above on SATURDAY, the 22nd September.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 25th August, 1901. [2195]

FOR NEW YORK

THE 3/4 A.I. American ship
"MANUEL LLAGUNA"
will leave during September, and October, sailing about 25th October.
For Freight, apply to
SEWAN TOMES & CO.,
Agents.
Hongkong, 11th July, 1901. [1768]

VESSELS ON THE BERTH
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GALLIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.
"PERU"	TUESDAY, 12th Nov., at Noon.

THE O. & O. S.S. Co's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 31st August, 1901.

GEO. ECKLEY,
ACTING AGENT.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, POPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN; AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY" On 15th Sept.
S.S. "SPRINGHILL" On 15th Oct.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on SUNDAY, the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 28th August, 1901. [14]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,
having established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the

GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior points of U.S.A. to the Orient.

For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York;
To the Agents of the Company at Japan, China, Philippines and Straits;
FRANK WATERHOUSE & CO., General Agents, Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 25th July, 1901. [1624]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA,"
Captain R. T. Cook, R.N., carrying His Majesty's Mail, will be despatched from for Bombay, on SATURDAY, the 14th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 2nd September, 1901. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship
"CHINA,"
Captain A. Lera, will be despatched as above on TUESDAY, the 17th September, p.m.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 26th August, 1901. [16]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the

CHINA STRAITS NAVIGATION CO.'s fortnightly service between CAPE TOWN, SAILING FROM CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"MOGUL" On 21st September.
"SATSUMA" On 20th October.
"KURDISTAN" On 20th October.
"LENNOX" On 20th October.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 9th September, 1901. [1739]

FOR NEW YORK.

THE 3/4 A.I. American ship
"L. SCHEPP"
Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 18th July 1901. [1414]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

Captain BUBBELL, British ship, Jeffrey.
I. F. CHAPMAN, American ship, Chapman.
Arnold, Karberg & Co.
L. SCHEPP, American ship, C. S. Kendall.
Carlowitz & Co.

HONGKONG STEAMERS.

America Maru, Jap. str., 3,463, Going, Sept. 7.
Toyo Kisen Kaisha
Anping Maru, Jap. str., 1,058, Atsami, Sept. 7.
Mitsui Bussan Kaisha
Arista, Austrian str., 2,208, Scopinich, Aug. 29.
Mitsui Bussan Kaisha
Babelsberg, Ger. str., 1,379, Besekmann, Sept. 7.
East Asiatic Trading Co., Ltd.
Bunne, British str., 1,335, Wallace, Sept. 5.
Gibb, Livingston & Co.
Bisagno, Italian str., 1,509, Brusca, Sept. 4.
Carlowitz & Co.
Chas. Rogers, Brit. str., 1,292, Smith, Sept. 3.
Japanese
China, German str., 1,119, Krehben, Sept. 6.
East Asiatic Trading Co., Ltd.
Clara, German str., 675, Uldrup, Sept. 8.
Jensen & Co.
Coptic, British str., 2,744, Rinder, Aug. 30.
O. & C. S. S. Co.
Dagmar, German str., 1,410, Gosewisch, Sept. 9.
Molchers & Co.
Diamante, British str., 1,225, Rattenbury, Sept. 9.
Shawan, Tones & Co.
Duke of Fife, British str., 3,721, Cox, Sept. 3.
Dodwell & Co., Limited
Eleono, American str., 510, Altonaze, Sept. 3.
Brandau & Co.
Famaing, British str., 1,415, Mitchell, Sept. 2.
Jardine, Matheson & Co.
Feeling, British str., 983, Gordon, Sept. 7.
A. R. Mart
Glenroy, British str., 1,341, Selby, Aug. 31.
McGregor Bros. & Gow
Hailoung, British str., 783, Bethurst, Sept. 1.
Douglas Lapraik & Co.
Heimaun, British str., 686, Passmore, Sept. 8.
Douglas Lapraik & Co.
Hino Maru, Jap. str., 1,077, Nakano, Sept. 8.
Chinese
Indravell, British str., 3,206, McGrath, Sept. 3.
East Asiatic Trading Co., Limited
Kagoshima Maru, Jap. str., 2,731, Kori, Sept. 6.
Nippon Yusen Kaisha
Kaifong, British str., 1,024, Pennafather, Sept. 7.
Butterfield & Swire
Katsang, British str., 1,495, Selby, Aug. 31.
Jardine, Matheson & Co.
Laisang, British str., 2,234, Payne, Aug. 28.
Jardine, Matheson & Co.
Loyal, German str., 1,066, Weidlich, Sept. 3.
Siemens & Co.
Lucia, Austrian steamer, 1,508, Zaher, Sept. 8.
Chinese
Machew, German str., 995, Wendig, Sept. 6.
Melchers & Co.
Maxim, British str., 1,353, Perrie, Sept. 7.
Mayer & Co.
Moyne, British str., 3,016, Campbell, Sept. 8.
Jardine, Matheson & Co.
Onsang, British str., 1,787, Davis, Aug. 16.
Jardine, Matheson & Co.
Pax, Belgian steamer, 1,207, Damster, Sept. 7.
Melchers & Co.
Phra C. Khe, British str., 1,011, Morris, Sept. 6.
Melchers & Co.
Piccola, German str., 875, Muller, Sept. 2.
East Asiatic Trading Co.
Sandakan, German str., 1,374, Brandstetter, Aug. 29.
Melchers & Co.
Satsuma, British str., 1,200, McIntosh, Sept. 3.
Dodwell & Co., Limited
Shihai, British str., 852, Holton, Sept. 8.
Bradley & Co.
Seochuan, British steamer, 1,158, Hall, Sept. 9.
Butterfield & Swire
Tatsumi, British str., 1,439, Dawson, Sept. 1.
Butterfield & Swire
Trigonia, British str., 1,093, Powell, Aug. 21.
Arnold, Karberg & Co.
Tauragan Maru, Jap. str., 2,580, Narasaki, Sept. 9.
M. B. Kaisha
Victoria, American str., 2,112, Panton, Aug. 1.
Dodwell & Co., Limited
Yedo Maru, Jap. str., 1,069, Nahagawa, Sept. 4.
Chinese
Yuenan, British str., 1,128, Rofe, Sept. 9.
Jardine, Matheson & Co.

FOR SALE.

RURAL BUILDING LOT No. 1, situate upon MOUNT GOUGH, the PEAK, together with the FOUR HOUSES standing thereon. The Owner is prepared to accept an offer for the whole lot or to sell the Houses separately, subject to the existing tenancies. Any portion of the purchase money can remain on Mortgage at 8 per cent. per annum.

For detailed particulars apply to
DENNY & BOWLEY,
Solicitors.
Supreme Court House.
Hongkong, 26th August, 1901. [2171]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.,
Hongkong, 14th February, 1901. [59]

YEE SANG & CO.

COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

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Hongkong, 18th March, 1901. [782]

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price 21s.

To be had at Messrs. KELLY & WAUGH, Ltd., Daily Press Office.
Hongkong, 28th October, 1898. [82]

